



MEMORANDUM

TO: Nick Hutchinson, City Engineer

FROM: Theresa Bridges, Project Manager
Cynthia Redinger, Transportation Engineer

DATE: 5/13/2022

SUBJECT: **Treeline Trail Segment on South State Street**

The project team met on Tuesday, May 3, 2022, to discuss the viability of constructing a short segment of the proposed Treeline Trail as part of the City's 2023 capital project to resurface State Street between Granger and South University. The proposed segment within the project limits is located between Granger and Hoover near the southern limit of the Treeline Trail, and would be approximately 0.4 miles in length. If implemented, this segment of the Treeline Trail would likely take the form of a two-way cycle track, as described in the [Treeline Master Plan](#).

Based on the internal discussion, the project team is recommending not to include the installation of this segment of the Treeline Trail as part of the resurfacing project. The team considered the following issues in coming to this conclusion:

- Safety Impacts
 - The most significant impact would be to northbound cyclists at Granger, who would be forced to either exit the bike lane and either join northbound vehicular traffic or cross State Street to enter the cycle track. The State Street approaches to the intersection are uncontrolled, and conditions are such that active warning devices (Rectangular Rapid Flashing Beacons – RRFBs) are being provided for the pedestrian crossings. Staff found this crossing condition to be inconsistent with the design level required for an all ages and abilities network link as established in the transportation plan A2 Moving Together.
 - Concerns were expressed for residents of the neighborhood east of State Street, crossing State Street at Granger to enter the cycle track. The neighborhood has access to an additional, lower-stress route, via White Street, that would provide the opportunity to avoid the cycle track segment, but White Street may be an undesirable detour for residents living adjacent to State Street. The cycle track design would force residents living adjacent to State Street to cross State Street in order to enter a dedicated northbound cycling facility.
 - In order to make this very short cycle track segment have a more logical ending point, the project team examined terminating the cycle track at Packard instead

of Hoover. City staff reached consensus that the intersection with Packard was not desirable for a cycle track due to the complexity of this intersection, and that extending the cycle track to Packard would have a negative impact on safety as well as create delay for all modes of travel.

- Connectivity and maintaining the cycling network
 - If the Treeline Trail segment is implemented at this time, the resulting cycling network on State Street would be disjointed and less convenient for northbound cyclists, who would have to change the side of the road on which they are travelling twice in a very short distance.
 - The cycle track would also introduce unnecessary traffic control delay for northbound cyclists.
- Physical design constraints
 - This project is planned and budgeted as a resurfacing of State Street, which includes replacing the pavement between the existing curb lines. This limits the space available to construct the Treeline Trail segment, even considering the expected removal of on-street parking. The public right-of-way is constrained at the southwest quadrant of Hoover and State Street, which would make designing the transition out of the cycle track difficult.
- Public Comment
 - At the public meeting held on April 26, 2022, concerns were expressed by residents about being forced to cross State Street at Granger.
 - The Treeline Conservancy is not currently advocating for installing this small segment as part of the project. They had expressed interest in knowing an estimated cost of implementation but are likely to prioritize other segments over this one.

In addition to the technical and public concerns raised above, there is also presently no funding allocated for the additional work that would be required to construct this segment of the Treeline Trail.

Based on these recommendations, the State Street resurfacing project will move forward with a design that, while at present excludes the segment of the Treeline Trail, will be able to accommodate future installation of the bikeway, should this be the route that is ultimately selected for the Trail.